CONFIDENTIAL 25X1

CENTRAL INTELLIGENCE AGENCY

REPORT NO [redacted] 25X1

INFORMATION REPORT

CD NO

INTELLOFAX 14

COUNTRY USSR (Ukrainian SSR)

DATE DISTR 7 March 1952

SUBJECT Aircraft Engine Plant No 478 at Zaporozhe

NO. OF PAGES 2

25X1

PLACE ACQUIRED [redacted]

NO. OF ENCLS. 1 (LISTED BELOW)

25X1

DATE OF INFO.

SUPPLEMENT TO REPORT NO

[redacted]

THIS IS UNEVALUATED INFORMATION

25X1

25X1 [redacted]

[redacted]

1. Aircraft Engine Plant No 478 is in Zaporozhe, Ukrainian S.S.R. (1) According [redacted] the plant received its power from the large Dnepr power plant in New Zaporozhe.

2. The plant was under a civilian manager. (2) Air force officers wearing blue uniforms were seen daily at the test stand and in the engine department.

3. After September 1945, two radial engines were produced per week. (3) Motors for motorcycles were also manufactured and installed at the plant. [redacted] these were 750 ccm Otto motors. No details on the monthly output of motorcycles is available.

4. Ten to twelve small radial engines were usually being tested on the test stands of the plant. [redacted] the power of these engines at 400 HP at most.

5. [redacted] the plant was officially designated Baranova. (4) The Soviet workers and engineers called it Zone I. The plant's electrical laboratory was subdivided into five or six departments. It was equipped with measuring instruments, ammeters and voltmeters, resistances and small transformers for the testing of the electric apparatus of the plant. The laboratory was not yet completed. The plant received its power from the Zaporozhe power plant. [redacted] the plant was going to have a power plant of its own.

6. Work was done in three shifts with a work force of about 2,500 in each shift. Of the workers 50 percent were women and juveniles. (5) About 400 PWs were employed in construction work.

7. The plant seemed to be in an initial stage of production and did not work to capacity. The casting of aircraft engine pistons was seen in the foundry. The pistons were about 30 cm high and 15 cm in diameter. (6)

CLASSIFICATION CONFIDENTIAL [redacted] 25X1

STATE		NAVY	X	NSRB		DISTRIBUTION
ARMY X	X	AIR X	X	FBI		

X

14 JUL [redacted] 25X1

25X1

CENTRAL INTELLIGENCE AGENCY [redacted]

25X1 [redacted] Comments.

(1) See Annex 1 for a layout sketch of the plant. A sketch of the location and layout of this plant was transmitted previously. The information in the earlier sketch on Zone I of the plant is confirmed in all essential points by the sketch attached to the present report.

(2) According to a previous report the manager of the plant was one Ovsinzoff (fnu), and the chief engineer was Komerov (fnu), who, however, should not be confused with General Komarov, the director of plant No 45 in Moscow. . The air force officers seen at the plant were acceptance and control commissions of the Ministry for Aviation Industry.

(3) This statement can only refer to the output of the specific section of the 25X1 plant. [redacted] saw 10 to 12 engines running at the test stands at all times in the fall of 1949, which would indicate much higher output. The production of motorcycles is confirmed.

(4) Baranov was reported for the first time as the official designation of the plant. This information appears credible, since Baranov was a metal lathe worker and an old-time revolutionary who in 1917 saved Lenin and Zinovyev from arrest by driving them to Finland. Until his death in 1922, he held high military and economic positions.

(5) The data on the work force appears to be exaggerated. It is believed more probable that about 1,500 workers were assigned to each of the two day shifts and a smaller number to the night shift.

(6) The stated measurements of the rough castings are believed to be too large. Contradictory information makes it difficult to determine the type of engines built in Zaporozhe. It was previously believed that the ASh-21 and ASh-82 type engines were in production at the plant. A report published by the Soviet press in 1948 indicated that Soviet aircraft engine designer Isayev (fnu), bearer of the Stalin prize, was connected with the type engine to be produced in Plant No 478.

1 Annex: Sketch.